

FAMOUS FLYERS WHO USE

Boardman & Polander Commander - Invaller Winar Communder King-Burd; Col. Chamberinin; Lieut. ford-Smith; Col. Lindbergh; Buth Schildaner (DOX); Maj. De Ber. Nichols; Post&Gatty, Harry Rossell, nardi; Maj. Doolittle; Endres & Lee Schoenheir; Eleanor Smith; Manage Col. Gorbelt James G. Halls - Eddie Stiesen: Deur A. J. Williams

Care Hooks Heirlich Hillie Lours, and many other Acre of the Air-All of the Tex Pleases Finishing in the 1931 Ford Tour were B. G. Equipped.



TRANSPORT COMPANIES THAT USE B. G.'s

American Almerca: Alaska Washington Almerca: Backet Air Transport; Century Air Lines; Colonial Air Transport: Compunia Mexicum de Aviacion: Eastern Air Transport: Kohler Aviation Corneration: Ludington Flying Service; National Air Transport; National Parks Airways, New York-Philadelphia and Washington Alreas Corporation: Northwest Aircoxy, Parific Air Tennanors. Inc.: Pan-American Airways; Pennsshvania Air Linese Southern Air Texponert; Thomason Accountical Corno. ration: Transcontinental and Western Air, Inc.: United States Airways; Universal Air Lines, Inca Varney Air Lines: Wedell-Williams Air Service, and sumerous others.

THE B. G. CORPORATION 136 West Silved No. New York Colds Address: GOLSTECO, New York

Causes F Newscore Freds Cook Ribos

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McGravellill

Company, Inc.



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"It is surplined lands too fast and it measures a shorough our to do. The strang upon his concentration. It wash too settene."

By contract Assume travel is confident, related torrel even

"To decover at first hard next how easily the Autority face, I went aloft in the latest model at the Wallow Cerve Field, near Baladelphia . . "While the coases above your head gather and the Automo moves alpsely forward. Algorit before you are

"Then, part to test out this strange new place, were been done der. You merved to see how steadily at behaves. Suddenly you shut of the nower and hold the stick beak, a sere way to upin

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So, recorded highs, senses the distant by Bellinon plane are now chinacted with the new Word's Langiblitton, Nonstrip Revend of 384 scales from New York is intuited, Turkey. These occur trips are best in few of the many frames dights by Bellinon chirectly. And, see sensal, Sourseaff Teslerge is the strength behind these recordinating plane. Both the Donelmon-Polunde (distance record) and the Bendelm Parallelm Both the Souriest Polunde (distance record) and the Bendelm Parallelm Ladge.

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Build up your out-of-season revenue with

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Pollat in how Nove a year round the course from the lines good and the rich at an unreal frequence, low our pay plazese in below. The pollates are the lines of the pollates are the lines of pollates are to the lines of pollates are to the lines of most pollates of mos



FARICHILD AFRIAL CAMPRA CORPORATION 279 West Mel Street, New York, N. Y.

270 West Mel Street, New York, 3 Facusian New York, N.Y. and Ecogonal Olimeral), P. Q. Cana.





Newfoundland to Denmark

On June 26th, a Bellanes monophine sat calgaly down in Concellation, from which emerged two young meawho had fulfilled a long-standing ambition to revisit the countries of their birth by air. For seventeen hours they had flown across a fog-shrouded Atlantic without sighting water Unfavorable winds had corried them for off their course. But through it all. the steady rose of their Wright Whirlwind J-6 motor had reminded them confortingly of its proved treatposethiness. It did not felter in its treat-wave did the Thompson Valves upon which it in turn relied Once again skillful flying . . . a stept ship . . . a witable motor . . . and Thompson Valves . . . had brought a famous flight to a successful conclusion

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operating 6.119 miles of entropy in the United then securing at tenante Afficient mounts from court to coast. These versors general include complete complete assumptibility for the project under de-

wited factor in the species of the new known dozen. Fully estemates of regord steel construcnot, these remarkable KENTER Doors combine . . . engineering . . . construction . . . to fixed

Most recolour in Agenc's confederion to the resolutionery observe in



or roe the mean below.

for at four milds records mater combant

clearance, and permits of indefaste expansion of

the basely for future requirements. The use of

electrically-corrected Austin Scription Doors is a

AUSTIN COMPANY

Almost Eastween and Builders v. Classical New York Chinese Philadelphia Novemb drived States Chalcold Philadelph of Reads - --- Artist research Mone to The Ander Constant, Christian to an invent in Citizen States Street entries on the control of the



Sentember 1931 SCHOOL SERVICE

Notes on governmental economy

THE heliyen days are over. Yours when every effer have even may to your in which the federal defect eathers measurem take a moveball real faully has to be messered in ten figures. As a cations. Where does that leave us?

CTo say that the aveation industry has a peculiar parent in the server to that openion, orthogs a beener interest than our other halloon group in At least temporarily (see, at laws, lighters that it is personners, the clack has been turned buck to 1922, dame, as put after the war, the unfastry finds to presume of the coast that have been made through three years of industrial expension, public cutton mean, and energetic prosecution of research, is midtracts and pressure of creamd facilities.

CAs we improve the propert of the fact richters. mouths we have relectantly to admit that there has here complete depositration that the manufacture likely to exist us the near ficture, rustice a relation ted industry. A small number of communes can deand are daine, very well at it. The helb of the redretry finds it absolutely processary to depend, for the next few years, on programma orders of a male-

note of our confedence, after enserved in the next, that are transport to on the linch road to complete selfreflectory. The need for small contracts placed at a at persons will be a passing one. But however that provinged the Partmentor-General quarks he, our trageyear affect only a feeble staff for the bribbs of please to less noon. The number of plants model is so usall, and their life before realisectors to long, that even ten taxes the present appoint of mercial fines, the industry for which we had use

€ Again, as ten yours ago, we have to believe over an interior period of cricis. This will be the last meh-

nertial. It revers to the efferments of an abnormal happy, with the outped princ days from the week intentied by the strival of a universal economic colleges as almost the same time. It is corr pow to see

that the hopes of 1929 year exponented. It is ency to realize our own mintaken. But to dwell mace economic distress, it is a condition and not a shortthat confronts us. The condition is that we can conully lose need of the gries of the fast six years, -that the trained personnel and the accumulated nucronal and broken and scattered to the time county of housen, and that these things are liftedy to have sen in very large measure onlyg Control and the reducioscopios deal mais the sudestry in a recep-

CThe screen are being put on to secure procesmerral company. One hy one, she Calcust officers have been called to the Randon and encound to show their expenditures for the present fixed year and their budget sequents for the coming one. There as a specious oppositioners about the theory than economy is most readily accomplished, web a creissue of hardship, by magazinian expense acts. vanue and avoiding say colargement of communities or exharkation on new undertakings. Experimental military sizerely for expends or for that matter than purchase of any sireralt beyond the ministers was court for replacement, might resear a hourse than could entir be postpored. Why page

€ There are several excellent reasons why not. We have already suggested one. The already sudwary to a national acres, a wind observe in all industrial planning for the national delease. It has suffered greecom attribies in the less and weers. That any ther. There is no surstain here of industrial sale rids; nor of undaly deleter consideration for the feelings of sufering innerties. The unional increase as decade and directly associated in the commercian at nor exercitomenulactures incidiries unser with proper engineering organizations. To cut down on realizery purchases, or to follow a course, in the raise of economy, which discourages organization initiative and experimental development within the industry.

is to hossed that national interest very gravely. € That is had expend. But there is mostly forces even more serious. The major majdens before the needs of the United States is not the appearance of red tak upon the books of the Trensery Descriment, but the trely alterning figures of enempleytreet. These is at least a prochiffry that duren feel.

eral aid will have to be extended before we are through the coming winter. It is more communical and it is fee better from the name of york of social. effect, to speed money kerning men at work than to usend the same amount in dolor to enable them to rewarm idle without marveton. Money spent in the arceoft industry poer principally to give employmeet and not mares to skilled American blood There is a fellucious destrine, much havel laude which holds that wages make up hat a small need of the costs of production. With the execution of posits, rest, fixed charges on espetal, and executive relation, wages make up the whole cast, wages at some point along the line. They may be paid to the factors that assembles the siredane, or is a whole that calls devalues sheet, or it a hance were, but

they all contribute to employment. In strplane manof course even more than in most other lines of mdustry, where play a preparally as your Durfacorningly have not been exceeded, sale any leavance Sext has been a small fraction of usual artise. The methods of salising especial were such that fixed charges also almost no part. It would probable be conservation to say that, out of every dollar received for the sale of ceresft and perty, at least 65 cents goes some the purchase of labor and perhaped and clerical nersonnel. Releasely for infastrics could show to high a figure. Money spent of the around time in the parchase of allereds, regular production or experimental, for the processoral service is a di-

rost and efficient measure of anomalousure solid

Either to reduce the present allatainst for each our.

riberes, or to do assisting that will accompany the midantry's present incorpainty about fature programs. is so contribute directly to incomplyment troubles. Cluder the approximately emblaced conditions fees 1908 to 1951, allomasute for new arrestly and for experimental engagement for the Army and New totolled about 30 pulling delices such year. The name out fired were shown the first skarp from to a firery 12 per cent below that for the year annucleateds perceduar. With the Navy's original divorcar progame completed and the Army's derving toward to final stages, and with a present demand for sedention of all examplifiers and mericalists referen ones, there is widespread discussion of the \$5.00. hood of a further shob. That insides we Course. soud or adapasetrative prejedice against assetion For from 11. Cuts no being made all sleep the line. But the effect of care in this particular field is good

to be perfoulably sevent-moves discussed

U.S.S. Akron weighs off

auntary industry. Builders of singlanes and builders

If their presence is symptomore a major obstacle in

The next for solution and a resonable consum of that occupie flights are still heavy wade only in careprovince on each fights as commercial undertakings

The large and Sir Selton Brancher, loss on the R 101. once remarked to the other of Aventyan that he bebened the time would come when the simble would be

ships still had a class in the Navy after the Shenavdoch hands of Communiors Resentable and Wiley and others of encordied rateurs. Encryone interested ex-

Performance regulation and the way out

DAGE 64 of Builden 7A of the Assumation Broads the appropriate programmed contract a very sere soot. It is set forth piece that we had alone We believe a imposes upon the Department a task replace. We extractly hope that the way will be taken of West Verriges, and law great street on the shifty

would be sufficient and wanteful for the first cases. There is no standard performance that meets terrers at all affiliates, and so all surts of character. Red rideration, the problem is ten times more difficult when foreign trade, with conditions marrier from those of the Amerikan desert to those of the occupation of Bakva, has to be recknown with. Present practice lays a needless harden on the exporter. There is no invariaable set of specifications including these now in faces. which would not be either to severe as to force unnecessary sacration of efficiency and concerns, or an

leaven. There are two ructors, our analyside to the The Assessed Branch has the transport assessed operate so that they will ower the choice of the am-

port operators, at their meeting with Secretary Young

ance as it has in dealing with structural strength, and

the nurchaser should be allowed the exercise of his own

At that court, the Amorantics Branch areas more

Japanie panetillo

Purphers become the autorizents vacuus of their own haste and specimen of regulations to which they had Air navigation laws and probibeted asser rules regat lew must be inserpreted with a right of discretive where there is no evidence of wilful wrong dainy, eage-

REAT is the wavesty of Incance law, and its W darkey has been preserved. Hernico and

News of the Month

Record flights

on three continents

Exactes and take Polanti test off the registation decrees flows, 5000 for Capenharm and before a rule more.

Blazing the trail for the oir mail Bailroad turns

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register a protect

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RECORD NAKERS

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Airline reports

Airline impection

and wints all the captures many part was leading fields. It emits alternature of \$5,000,000, are larger perfectly dis-

Airports on the increase

Warkington and New York. It also field and the hanner, 1964-04 in a consideration of from 80 or 127 mark

Now high-speed fighting phase of



Race teams assemble

With the Kingly Cap Rises a thing of places, were expected on the 26th verything, and exemination of the one 64 mash for the Arrance to 145 for

New England her, of the Atlanton Domary Clair. All success except the two Fords on his engage to laid as Studiespine the only specification being that the Gilding and sourcing

Country chibs craise

engines in by no means certain the Lornice company and an environ-

Continental competitions

pers, 1275 mash average ment. The of 152 mash. Surrors Meleci and gover observious of their The course Dust Habert Brend of England and of Endat, so they preceded to Come for red not and where sever or the right. When represented at the store.

The Ford Tour

The Second National Giding and



different for Einstein (S. Y.) adopted country for counting which during the extent



After Hutture returned the Edward representative of the Bullon govern-

Airships in the Arctic

For the present the U.S.S. Algren

The Navy gets new equipment

of American gitter champion. Manya ported extrement from the execut has \$1,000 acres of record at Sourceak. for this bonor and won the print for enderted to By a special East I Special Rey, was transformed to the Nove for Hartings S miles Landage to the entering the international rate. Rain similar in general between structure to vender term, such as nerstance and



The U.S.S. Albert wants never and largest expresses of lighter than all

Navy exponds cooled organic to develop power plant with in Europe and South America. The Competition for the Do.X

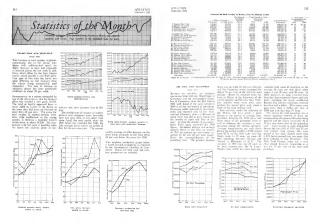
America of the Navy Department is sign his record forcesse and has been \$220,000 made it possible to title the generator, which will note in m.p.o. fast show restricting for the devices usuals of a stall which so fay consoles. The N.A.A. assessment

and in type of labric or marsen is con-

and reports

Legal decisions

auditive and furthers in the visco



Setting the stage for the Races

The eleventh annual meet of the series is to have on elaborate background





Air Buce Calembar

for for all which may be diswhed at Dip. Sept I by 36 percent place from highways between the part and the Hardica Ray with ten- and source- our accordable at Counce for your to will appropriate about 30,000 men-



ING planes, either as much





A designer's experience with their development

Marine traphy pages of 1922

The continue of corne marking always produce much the same problems. Abbasels American evacuence as international rating was beaken off in 1926. energially the some difficulties described by Mr. Kasa in the light of Assertess. experience see still heavy encountered by the British and other European terms

on prospections for that year's Schurcher Rece. To sociate the neurost possible approximation to a perfect testroken stranslated form in space of the presented of rolles and environ-to find a fact and rotters of cooling that will permit the development of rescuessin power for one bone—to raise the realise nower to a maximum accelible fazare—to use the thirmest possible wines and a manimum of external brains; and yet to goord against wing and central flutter-those are still the prophale. He Kess explains the method of approach to a salation



These Detroit races were, to the was excepted. The brackey were, for 1925, when a VE-2, modeled for races



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The Schneider racers The year \$525 became the law read believe, will different in shoot her all

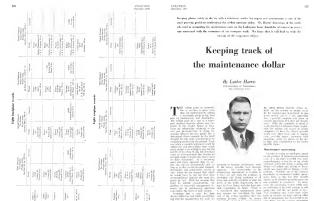


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A brief glimpse at the 1931 Tour







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Profits from airplane sales with merchandising expense at an absolute minimum

Reduced-rate sircraft merchandising

By Ed. L. L. ckson and Legt Walter B. Hawking

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IRING 1990 about 75 per Socia places and a saccidangua for has there. It is passible for dealers used of our partiest were pro- of parts, accounters and equipment is used planes to build up a very large average price of the planes was been my from a single langue on Los As-than 22000. The manurary of these policy Mancropal Airport Original people were substantial business some casts any legal at en alsolute salations. printing burdered on many into many interprets were conditioned on a country. The private modes is structly on to odd new ampliant during the last most latter in order to moretten a near fature if antifactory appropriate of managing a small began often Demonstrations can be offered at attractor some. The The two of an involve leads true non of this named to date, but we everying the floor and wiping off the mostly precised, in one of the most

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Even our fairly high volume of sales and compositively liberal commissions would not pay as a profit if we were farred to corre the everbrad which has hardened across who have attempted to sell new simplanes during the last few years."

Live Water & Health

We do not deliver planes, even on ment under emoderation. This policy

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Remodelling

Bulletins 7A and 7E

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Transport Operation (7E)

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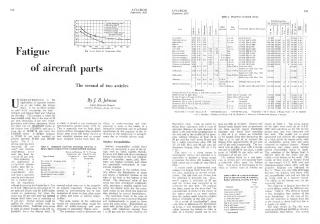
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Dallas, Texas, every night.

from servicing equipment at the field. These products, here, as at many other of the comtry's foremost flying schools, were selected because of their proved excellence in performance, their dependably uniform high quality and service. The Dallas Aviation School and Love Field are 100 per cent Texaro.

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"WITH ANY OTHER TYPE OF LANDING WHEEL it would have been extremely dangerous"



THE following letter from Acres autical Corporation of of Airwheel safety that we let it speak for itself

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The illustration shows a persion of our Final Impeciation Department where a final check is naste of every element that has a hearing on efficiency-dependability or uniformity of product, Every Made is again etched and minutely in

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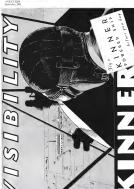
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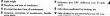
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